**Date:** **February 02, 2000**

**From:** **Deborah Corbin/Joy Mullori/Roger Wilson**
**Defense Energy Support Center/DESC-BZD**
**8725 John J. Kingman Rd., Suite 4950**
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**FAX: (703) 767-8506**

## SUBJECT: Western Pacific JP8 Supplemental Solicitation SP0600-99-R-0077-0001

**1.** This is solicitation SP0600-99-R-0077-0001 for the purchase of JP8 WestPac Supplemental Requirement. This solicitation incorporates the terms and conditions of Solicitation SP0600-99-R-0077 (WP) issued June 22, 1999 and Amendments 0001 through 0003, with the exception of clause deletions, modifications and additions reflected herein. (If you need a copy of SP0600-99-R-0077, please visit our web site at http://www.desc.dla.mil).

**2.** Clause B1, SUPPLIES TO BE FURNISHED (INDEFINITE QUANTITY) (DESC SEP 1996) is amended as follows:

| Item<br>Product/Specification | Estimated Quantity (USG) |
|---|---|
| Turbine Fuel, Aviation **(JP8)**<br>NSN: 9130-01-031-5816<br>MIL-DTL-83133E, C16.64-3<br>Purchase Request No.: SC0600-99-0109, Amd 004<br>Purchase Program No: 1.1h | **20,160,000** |

| Item | Location/activity | Method of delivery | Estimated Quantity (USG) | Offer Price (USD/USG) Eff. June 11, 1999 |
|---|---|---|---|---|
| **0409** | **DFSP Pohang, Korea**<br>**NOTE: FSII and CI required** | **TK** | **10,080,000** | |
| **0410** | **DFSP Guam**<br>**NOTE: FSII and CI required** | **TK** | **10,080,000** | |

***NOTES:***

**(a)** Method of Delivery: TK – Tanker

**(b)** Tanker offers must be on a FOB Origin Basis, unless otherwise specified.

**(c)** DESC reserves the right to reject any offer requiring the use of DESC facilities for delivery by tanker to requiring activities.

**3.** Evaluation of tanker (TK) mode offers will be in accordance with Clause M24.05.100, EVALUATION OF OFFERS INVOLVING F.O.B. TANKER LOADING (WESTPAC) (DESC SEP 1998).

**4.** In accordance with Clause F1.25, DELIVERY AND ORDERING PERIODS (DESC JUL 1995), the ordering and delivery periods will be:

**(a)** Ordering Period Begins: Date of Award and Ends: March 31, 2000

**(b)** Delivery Period Begins: March 10, 2000 and Ends: March 31, 2000 plus a 30 day carry-over period.

**5.** The following will be incorporated into paragraph (f) Table of Clause B19.34, ECONOMIC PRICE ADJUSTMENT (OVERSEAS BULK) (DESC APR 1997):

| Name of Publication | Heading Under Which Reference Price is Published and Price Report | Reference Price Effective June 11, 1999 (Exclude All Taxes) |
|---|---|---|
| Platt's Oilgram Price Report (U.S. Edition) | Spot Price Assessments (Singapore/Japan Cargoes) | Compute average low/high prices from Platt's, using the ten effective days' prices preceding the date of lift. |

**Reference product:** JP8 – Kerosene (Singapore Subheading)
**Reference price:** **$0.427083** (assume lift on 11 Jun 1999)

**6.** No hard copy of this solicitation will be issued however, the following information must be provided with your initial offer:

**Offer Schedule**

| Item | Product | Quantity (USG) | Mode | (O) Orig | Shipping/FOB Point | Offer Unit Price (USD/USG) Eff. 11 Jun 1999 |
|---|---|---|---|---|---|---|
| | **JP8** | | | | | |
| | **JP8** | | | | | |
| | **JP8** | | | | | |

**(a)** State the minimum/maximum quantities for award by shipping point:

| Product | Mode | Shipping Point | Minimum Qty (USG) | Maximum Qty (USG) |
|---|---|---|---|---|
| JP8 | | | | |
| JP8 | | | | |
| JP8 | | | | |

**(b)** State minimum/maximum quantities (parcel size) for each individual lift:

| Product | Mode | Shipping Point | Minimum Qty (BBLS) | Maximum Qty. (BBLS) |
|---|---|---|---|---|
| JP8 | | | | |
| JP8 | | | | |
| JP8 | | | | |

**(c)** State the maximum quantity available per month per product:

| Product | Mode | Maximum Monthly Quantity (USG) |
|---|---|---|
| JP8 | | |

**(d)** State the minimum number of days between lifts per product (please state if there is no interval required between lifts):

| Product | Mode | Number of Days Between Lifts |
|---|---|---|
| JP8 | | |

NOTES:

**1.** FOR EVALUATION PURPOSES ONLY: DESC will add 5 days to offered tanker lift intervals to determine if the maximum total quantity offered for each item can be lifted under a resultant contract. This evaluation factor was derived from operational scheduling realities and will only be used for evaluation purposes. The Government reserves the right to schedule lifts in accordance with the lift intervals indicated in the Schedule of the resultant contract. If the evaluation of each item results in less total quantity than the total quantity offered for that item, then the Government may not award more than the evaluated total quantity. However, offerors should consider the Government's evaluation factors for tanker lift intervals to assure lift intervals and parcel sizes provide for full evaluation of total offered quantity for all items by all modes of delivery.

**2.** Unless you define otherwise, lift interval is the time between when the vessel completes loading (released by the Government Inspector) until the Scheduled Delivery Date of the next lifting for a specific product.

**3.** No tanker rates can be provided for tanker offers when the refinery and the DFSP are within the same port complex or within 100 nautical miles.

**(e)** Identify the mean low water (MLW) depth at the shipping point and the channel approach leading to the dock (Identify the most restrictive point).

| Feet | Shipping Point |
|---|---|
| | |

Any draft at mean low water of less than 38 feet (36 feet from Clause F52 plus 2 feet for safety allowance) for tanker, will receive an evaluation penalty.

**(f)** FOR ALL NEW OFFERORS/NEW LOCATIONS OFFERED ONLY. Please provide the map coordinates for your shipping point/refinery point.

| Map Coordinates |
|---|
| |

**(g)** State your vessel length overall (LOA) restriction/capacity for each method of delivery:

| LOA | Mode | Shipping Point |
|---|---|---|
| | TK | |

Minimum LOA of 715 feet for tanker lifts is required in order to accommodate vessels employed by the Government for FOB Origin requirements specified in this solicitation.

**(h)** Specify any other port restrictions that would apply to a vessel loading at the facility (i.e., height restrictions from vessel waterline to vessel manifold; vessel dead weight tonnage (DWT); requirements for inert gas systems; vapor control hook-ups; closed loading; vessel inspections; daylight berthing only, etc):

_____
_____
_____
_____
_____
_____
_____
_____

**(i)** Specify operating hours for berthing and loading: _____
_____

**(j)** Any restriction is subject to the Government applying a transportation penalty for evaluation purposes. Any restriction not identified will not be considered when calculating laytime allowance (See Clause F52).

**7.** Clause C16.64-3 TURBINE FUEL AVIAITION (JP8) (DESC DEC 1998) is revised from the version contained in Western Pacific Solicitation SP0600-99-R-0077. A copy of the clause is attached at the end of the solicitation.

**8.** Acceptance of the terms and conditions of RFP SP0600-99-R-0077 and Amendments 0001 through 0003 are required and must be stated in the offer.

**9.** Certifications & Representations: If you submitted an offer or received a contract under RFP SP0600-99-R-0077 and would like to apply those certifications and representations to this supplemental, please confirm in writing that the certifications and representations of the recent offer/contract (provide RFP/contract number) remain in effect for your offer under SP0600-99-R-0077-0001. If you did not submit an offer under RFP SP0600-99-R-0077, please complete and submit with your offer the "Offeror Submission Package" provided under RFP SP0600-99-R-0077.

**10.** Closing date and time for this solicitation is February 7, 2000 at 1:00 p.m. (1300 hours), local time, Ft. Belvoir, Virginia, USA.

**11.** Offers received after the date and time specified above will be considered late in accordance with paragraph (f) to Clause L2.05-2 INSTRUCTIONS TO OFFERORS – COMMERCIAL ITEMS (BULK) (DESC MAY 1998).

**12.** The following tentative negotiation schedule is provided for planning purposes. Note this schedule is subject to change at any time:

| | |
|---|---|
| **February 07, 2000** | **INITIAL OFFER CLOSING DATE (1:00 P.M.)** |
| **February 09, 2000** | **NEGOTIATIONS OPEN** |
| **February 15, 2000** | **NEGOTIATIONS CLOSE** |

**13.** The facsimile transmission number is (703) 767-8506. If for any reason you experience any difficulties with this number, or if you have questions concerning this solicitation please contact Contract Specialist, Deborah Corbin at telephone (703) 767-9295, Joy Mullori at telephone (703) 767-9309 or Roger Wilson at telephone (703) 767-9310.

**14.** GABRIELLA M. EARHARDT, Overseas Contracting Officer, sends.

**C16.64-3 TURBINE FUEL, AVIATION (JP8) (DESC NOV 1999)**

Aviation Turbine Fuel shall conform to MIL-DTL-83133E, dated April 1, 1999, modified as follows:

(a) **REFINERIES IN ALASKA.** For fuels refined in Alaska and delivered to Alaska locations, the total acid number specification limit is relaxed to 0.020 mg KOH/g maximum.

(b) **ADDITIVES.** Additives are required for deliveries of JP8 per MIL-DTL-83133E, unless addition is excluded by specific solicitation line item, applicable contract clause, or other contractual requirements.

(1) Metal deactivator additive shall not be used in JP8 unless the supplier has obtained written consent from the Procuring Activity.

(2) For JP8 containing hydrogen treated blendstocks, the following applies: Where a finished fuel consists of a blend of hydrogen treated and nonhydrogen treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-83133E, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases, the proportion of the blend that has been hydrogen treated shall be reported.

(3) The CI/LI additive(s) used shall be of the type and concentration cited in QPL 25017-18 dated February 27, 1998.

(4) When required, Fuel System Icing Inhibitor (FSII) shall conform to MIL-DTL-85470B, dated June 15, 1999,at a concentration of 0.10 to 0.15 volume percent, unless otherwise stated in the Schedule.

(5) Static Dissipator Additive (SDA) is required to be added to all JP8 shipped directly to an end user without passing through a terminal. SDA is not permitted in shipments to/through a fuel terminal that supplies an end user unless authorized in the Schedule. When SDA is required by this contract, it shall be added proportionately to obtain a conductivity range of 150-450 picosiemens per meter. The new formulation of STADIS 450 (active ingredient dinonlynapthylsulfonic acid (DINNSA)) shall be used when SDA is required.

(6) Line injection of additives (FSII, corrosion inhibitor, and SDA) from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(i) A laboratory hand blend containing the required additives and jet fuel must be tested to verify compliance with the required specification. (Micro-Separometer (MSEP) can be performed without SDA present.)

(ii) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(iii) When FSII is line injected, additive concentration (refer to MIL-DTL-83133E specification for test methods permitted) must be verified based on a representative shipment sample(s).

(c) **TESTING.**

(1) **PARTICULATE CONTAMINATION (PC) TESTING AND FILTRATION TIME (FT) TESTING.**

(i) **PC/FT TESTING.** A minimum sample size of one gallon shall be filtered. Use of two membrane filters (a test membrane filter and a control membrane filter) is not required. Use of a single filter is acceptable.

(ii) **FT TESTING.** Round upwards when reporting the filtration time, in minutes. For example, a filtration time of 10 minutes, 18 seconds, would be reported as 11 minutes.

(2) **FUEL ELECTRICAL CONDUCTIVITY.** In those cases where SDA is line injected while loading delivery conveyances (e.g., trucks) and insufficient time is available for the fuel to reach equilibrium before departure of the conveyance, the Contractor is not required to report or verify the conductivity level. This does not relieve the Contractor of the requirement to inject SDA homogeneously and in sufficient quantity to obtain a conductivity level which the Contractor would anticipate to be between 150 and 450 picosiemens per meter once fuel is at equilibrium. The receiving activity will measure the conductivity and advise the Quality Representative to have the Contractor adjust the SDA injection quantity if necessary.

(3) **WATER SEPARATION INDEX MODIFIED (WSIM)/MSEP RATING LIMITS.**

(i) Refer to MIL-DTL-83133E.

(ii) Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces FSII and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

C16.64-3 cont'd

(iii) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a hand blend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result of this hand blend is a REPORT ONLY requirement, and shall be recorded on the DD Form 250-1 and on the Standardized Report Form (see Attachment 4) as item 750X. This result shall be—recorded with an asterisk next to it and a footnote below stating "MSEP result is a report only requirement." Original result of _____ on product containing the following additives applies:

_____

_____

_____

_____

(4) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241-96A, shall be performed according to either Option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements of MIL-DTL-83133E, an additional JFTOT shall be performed with the temperature of the test being 275$^{O}$C (530$^{O}$F) in lieu of the normal 260$^{O}$C (500$^{O}$F).

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275$^{O}$C (530$^{O}$F). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260$^{O}$C (500$^{O}$F). If both tests are performed, the results of the test at 260$^{O}$C (500$^{O}$F) will be the basis for acceptance or rejection of the fuel.

(5) **EXISTENT GUM.** The existent gum test (ASTM D 381-94E1) may be performed using air as the vaporizing medium in lieu of steam.

(d) **REPORTS.**

(1) Copies of the applicable DD Form 250 or DD Form 250-1 shall be submitted with a laboratory analysis report in Standardized Test Report Format for each tank of product lifted. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and the address shown below:

COMMANDER
SAN ANTONIO AIR LOGISTICS COMMAND
ATTN: SFTH
1014 BILLY MITCHELL BLVD, SUITE 1, BLDG 1621
KELLY AFB, TX 78241-5603

(2) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. If using the Standardized Test Report Form, the results obtained at 260$^{O}$C shall be reported using series "B" for item numbers 601, 602, and 603. The results obtained at 275$^{O}$C shall be reported using series "C" for item numbers 601, 602, and 603. A separate report form is not required for the 275$^{O}$C test result.

(3) The DD Form 250-1 for marine shipments shall cite the type, name and amount of additives added to the fuel.

(DESC 52.246-9FNW)